Issue 36 April 2003

# THE TRANSFORMER

**CONGRATULATIONS TO TRANSPORTATION'S NEWEST SENIOR MASTER SERGEANTS**

| AFSC 2TOXO | AFSC 2T2XO | AFSC 2T3XO |
|---|---|---|
| | | |
| BAILEY DEBORAH D | BOX SHARON A | DOWNING ROBERT K |
| BANFIELD VERNON D | BREDAHL JAMES A | ESLER TODD W |
| BROWNGARDNER MARY | BUCY RALPH P | FLORES GEORGE D |
| FOREHAND JUETTE A | CARTER CLAY G | FRAZIER DANIEL J |
| HOOD CAMPBELL S II | GOULD TIMOTHY A | HOOKER JOHN T |
| LEWIS ROBERT E | HARRIS RICHARD W | IRELAND KENNETH |
| MAYFIELD RYAN R | HERNDON ROBIN L | JANSSEN ANTHONY J |
| PHILLIPS RODNEY Q | MCCRORY GERRITT L | KEOWN CHARLES A |
| SOTO FELIX JR | MCDONALD JAMES D | MARASSE ALFRED C J |
| THOMAS LENA MARIE | MONTGOMERY JAMES T | PEFFER MICHAEL K |
| | MUELLER KELLY A | POTTER WAYNE F JR |
| **AFSC 2T1XO** | NOE DEAN B | RUPP TROY A |
| | OGDEN WILLIAM C JR | SPRAGUE DEAN E |
| ALLISON RODNEY D | PARNELL MARTY D | VASQUEZ RICKEY L |
| DEANE TODD L | PRATT TIMOTHY J | |
| MURIN MARY L | QUARNBERG OWEN B | |
| NANCE EDDIE B | SCALES PATTON W | |
| SAUNDERS ALAN D | THOMAS ROBERT A | |
| SHUCK JOHN R | WALDEN EDWARD A | |
| SQUIRES BERRY L | YABUT RUBEN M | |
| TANNER ROBERT E | | |

# TRAFFIC MANAGEMENT

## PCSing to Alaska and You have a POV--Do You Drive It Or Ship It?

**By Mr. Lee Gavitt**
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In accordance with the Joint Federal Travel Regulation (JFTR) Vol. I, paragraph U-5410, a military member PCSing to Alaska, is authorized to ship one POV to Alaska at government expense. Members should contact their origin TMO for the authorized origin VPC and destination port or VPC. This "shipment entitlement" in no way affects the member's "travel entitlements" to drive another vehicle over the Alcan Highway or take another vehicle on the Alaska Marine Highway System (AMHS) ferry.

To drive the Alaska/Canada or Alcan Highway or take a vehicle on the AMHS ferry, the member must have the authorization included in their PCS orders. Members driving the complete distance from their last duty station to Alaska (Elmendorf or Eielson) via the Alcan Highway need only inform their accounting and finance office at the origin base or on their travel voucher at destination, to receive travel pay and per diem.

For travel via the AMHS ferry, the TMO at the origin base, or the member can call the AMHS reservations office direct by dialing, 1-800-642-0066 or 907-456-3951 for rates and schedules. Schedules, rates and other information are also available on the web at: http://www.alaska.gov/ferry/. The AMHS will fax the TMO or member their confirmation number, listing all charges to include the cost for the vehicle, travel for the member, command-sponsored dependents, scheduled departure date and time, and arrival information at Skagway or Haines, Alaska. Be aware; the government does not pay for any thing pulled/towed behind the vehicle. Members should have a copy of the confirmation fax with them upon arrival at Bellingham, WA. This travel may be paid by TMO with either a CBA or GTR, or by the member using the Government Travel Card. Travel via the AMHS ferry is reimbursable. There is no 20-measurement ton limit for a vehicle moved via the ferry, but government cost or reimbursement is limited to only the primary vehicle. Please note the member must then drive from Skagway or Haines Alaska, which are nearly 800 miles from Anchorage, AK (Elmendorf AFB) or Fairbanks, AK (Eielson AFB). AMHS service is available to Seward, AK, with an overnight connection in Juneau, AK, which is about 120 miles south of Anchorage.

Firearms: If you drive the ALCAN or take the ferry through Skagway or Haines, you will travel through Canada. NO handguns are allowed. Certain rifles and shotguns may be authorized with a Canadian license that must be applied for and purchased by the member "in advance" of travel. Check with the AMHS representative and/or Canadian Customs at 1-888-226-7277. Questions concerning travel via the ALCAN or AMHS can be directed to the travel section at Elmendorf AFB, DSN: 552-1794 or commercial 907-552-1794.

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## Record Fuel Adjustment Eases Burden

**By Mr. Don Dees**
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The Military Traffic Management Command's (MTMC) fuel surcharge adjustment rate reached a record high March 3 as the national average diesel price climbed to $1.753 per gallon.

The adjustment rate, which motor carriers receive to offset rising fuel prices, jumped to 5%. Rates are posted monthly, and affect shipments picked up on and after the 15th of the month through the 14th of the following month, said Robyn Hamill, Industry Economist with the command's Distribution Analysis Center. The rate in February was 3% when the average cost for diesel was $1.542.

Under a policy known as TR-12, the command sets the adjustment rate automatically based on the national average price for diesel on the first Monday of each month, said Hamill. MTMC uses prices posted to the official Department of Energy website. The policy, which stems from an agreement effective since April, 2001 between the command and industry partners, will be reauthorized for the next 12 months, said Ruth Tetreault, administrator of the MTMC Industry Fuel Board that authored the original agreement.

"We are helping ourselves out. We are ensuring our cargo is going to be moved as scheduled," Tetreault said. The program prevents industry from bearing the costs associated with rising fuel prices, she said. "Industry leaders tell me if there is one good thing MTMC has ever done it is to institute this policy."

"The MTMC system gives us a quick and easy response to the sudden swings in the fuel markets. Another thing our carriers like is that it provides predictability to the cost of providing service," said a spokesman of the American Trucking Associations. As a national trade association of the trucking industry, the organization serves as an advocate of the industry and works to educate public officials on the essentials of the business.

Industry leaders appreciate the program for its boost to their bottom line. The benefits to the command are more than economic. "This supports the WARFIGHTER and promotes readiness by ensuring continued, timely delivery of cargo," Hamill said.

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## VEHICLE MAINTENANCE

**Air Force Vehicle Team Transforms**

**By Lt Col William Fisher**
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One thing is sure, "change is a constant." On 1 Mar 2003, the Infrastructure and Vehicle Division (ILGV) officially stood down and the Vehicle Policy Team in the Materiel Management Policy Division (ILGP) stood up. BGen Kevin Sullivan, Director of Logistics Readiness, DCS, Installations and Logistics, HQ USAF, officially stood up the new Vehicle Policy Team (including Air Force Career Field Manager (AFCFM) for the 2T3XX AFSC) under the Materiel Management Policy Division (ILGP) in a simple ribbon cutting ceremony at the Pentagon. Vehicle Operations (and the AFCFM for the 2T1XX career field) moved to the Deployment & Distribution and Management Division (ILGD), where it becomes a part of the Distribution Branch. These changes recognize the transfer of fleet management responsibilities from vehicle operations to vehicle maintenance in Oct 03, and were made to better align logistics processes within the same division to take advantage of the synergies that may exist.

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Banner Year for Alternative Fuel Vehicles (AFVs)

**By Lt Col William Fisher**
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Congratulations! For the second year in a row we've made significant progress toward meeting the Energy Policy Act (EPAct) mandate, and it couldn't have happened without the tremendous efforts of many throughout the vehicle and fuels communities. This year, the Air Force achieved 61% of its acquisition goal (up from 46% for FY01 and 23% in FY00), and has positioned itself to exceed the mandate in FY03. Special recognition goes to AFMC, AFSPC and ANG; these commands exceeded the EPAct mandate!

As all of you are aware, the EPAct of 1992 mandated the infusion of alternative fuel vehicles (AFVs) throughout federal fleets, with the goal of reducing use of petroleum fuels and using more environmentally friendly energy sources. The Air Force is required to procure (lease or buy) 75% of its light-duty vehicles operated in Metropolitan Statistical Areas as AFVs. Executive Order 13149 voiced the federal governments support of this Act, and established a 20% petroleum reduction goal by the end of FY05. A new Energy Policy Act is anticipated by the end of this year, however, current requirements will likely remain, and new requirements may be added (such as measures to ensure that alternative fuels are used in flex-fuel vehicles).

The Air Force has used low or no cost alternatives to meet the acquisition mandates. Two particular alternative fuel options, E-85 (ethanol) flex-fuel vehicles and the use of B20 (biodiesel), have proven themselves especially advantageous. Manufacturers have started making, in quantity, and GSA has been offering, E-85 flex-fuel vehicles at no to low incremental cost. For biodiesel use the law allows one vehicle acquisition credit for every 2,250 gallons pumped, and the Air Force was successfully converted 12 excess fuel tanks to biodiesel use in FY02…this earned us a total of 237 vehicle credits toward the acquisition mandate. B20 use requires no modification to existing vehicles. Conversion of tanks to hold and dispense E-85 and B20 are relatively simple and can be done at a minimal cost.

While the outlook in acquiring AFVs is bright, the outlook on achieving a 20% reduction in petroleum reduction by the end of FY05 is less promising. We did show a 6% reduction in petroleum fuel use from our FY99 baseline in FY02, but the reduction was due to our ability, for the first time, to adjust the FY99 baseline. Refueling infrastructure to support AFVs is not cheap, and we must get the fuels needed to burn in the AFVs we procure.

What can you do? Ensure that the light-duty vehicles you procure or lease from GSA are alternative fuel vehicles (especially no to low cost E-85 dual fuel vehicles). Seek out excess fuel tanks at your base and explore the opportunity of converting them to either E-85 or biodiesel use. Ensure your MAJCOM is aware of your AFV and alternative fuel needs so that they can program for them.

Again, our congratulations for the progress you made with AFVs and alternative fuels in FY02. FY03 will be the first year MAJCOMs provides their own AFV reports…we anticipate another great year!

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**2003 Vehicle Maintenance Training Manager's Workshop**

**By MSgt Joseph Dow**
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Last month a Vehicle Maintenance Training Manager's Workshop was jointly hosted by AMC, ACC and Detachment 1, 345 Training Squadron. The "Vehicle Maintenance Technical School" had attendees from 30 different bases. The four-day event was the first of its kind and provided attendees a comprehensive look at the key elements of an effective vehicle maintenance-training program.

The first day of the workshop started off with breakfast. Seasoned NCOs sat with young students and had a chance to exchange ideas and get a flavor of the younger generation now entering the 2T3XX career field. Following breakfast, tours were conducted at the students' dorm and maintenance training facilities.

During the tour of the maintenance facilities, attendees were taken through each block a trainee must go through to successfully graduate from the technical school. This gave the training managers an insight on what systems a trainee is exposed to prior to arriving at a given base. It not only included the systems they are trained on, but also the amount of instructional time they receive on each system. The day continued with briefings on the vehicle maintenance curriculum rewrite. Due to mergers of the MCA/Fleet and GP/SP AFSCs, since 2001, there has been an extensive effort to overhaul the school's entire curriculum.

The second day and a portion of the third day of the workshop were devoted to Mr. Leo Chamberland's training program. Mr. Chamberland is the training manager at Dover AFB. His program is considered the AF benchmark for vehicle maintenance training. It trains each mechanic to the National Institute for Automotive Service Excellence (NIASE) level. Mr. Chamberland's training program provides superb upgrade training for personnel working on their 5/7 level skills and it also provides follow-on proficiency training that has led to over 100 of his trainees receiving their NIASE certification. The briefings provide attendees a template for setting up effective training programs from "ground zero".

The remaining portion of the third day and the majority of the fourth day were devoted to individual base presentations. Prior to attending the workshop, training managers were asked to provide briefings on their current training programs. Briefings included the number of trainees assigned, local procedures for CDC management, and average time students are in training. Over 26 best practices were also identified as well as many free commercial training resources.

Two areas of concern pinpointed in the presentations were the lack of proficiency training at most bases and the extensive time-in-training required for both the 5 and 7 levels. The most common contributor to these problems is that the majority of the military training managers are required to split their times between other duties such as T.O. monitors, Environmental Managers, etc. Splitting the managers time prevents them from primarily focusing on vehicle maintenance training issues. The average time-in-training was 20 months for 5 levels and 24 months for 7 levels, with some bases reporting an average time as long as 30 months. The average time for Mr. Chamberland's program and the AF standard is 15/18 months respectively.

Following the formal part of the workshop, a vendor, Mr. Eric Bergwall, CEO of Bergwall Productions Inc., Automotive Training, gave a presentation. Bergwall has been an integral part of vehicle maintenance training programs for many years. His primary training medium is videotapes. Mr. Bergwall is branching into on-line computer training. This holds great promise for our computer-savvy young troops. The Air Force MEEP Office is currently evaluating the on-line courseware and may contact your base for assistance.

The workshop was exceptionally valuable. It put a large number of training managers in one location where they could learn from each other, and benchmark off of Mr. Chamberland's renowned training program. It also made everyone more familiar with the vehicle maintenance schoolhouse. It also provided attendees the impetus to improve their training programs for our technicians in the field. Based on the overwhelming positive feedback received from the attendees, this will become an annual event that will be opened to include all MAJCOMS and their bases.

If you would like a copy of the workshop agenda, minutes, or action items contact MSgt Joseph Dow at DSN 574-3684 or e-mail joseph.dow@langley.af.mil. You can also download this information of the HQ ACC Transportation Website at the following URL: https://wwwmil.acc.af.mil/lg/LGT/lgtv/Vehicles/Vehicle%20Maintenance/training.htm

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**Kadena Esocamp Program**

**By MSgt Jack Behne**
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Kadena AB, Okinawa Japan

Recently here in beautiful Okinawa, we were blessed with an External ESOCAMP Assessment. While other people were scrambling to fill out leave requests, the folks in the Vehicle Maintenance Flight were hard at work checking, double-checking, and even triple checking at times to ensure we were in compliance. After the smoke had cleared and the assessors had put away their microscopes and fine tooth combs, we had three positive findings.

The first positive finding was in our Allied Trades Element. To quote the assessors, "The 18 LRS, Vehicle Maintenance, Allied Trades had an excellent Hazmat inventory program for the accountability and management of Hazardous Materials (inclusive of bar-coding and material turn in). The program was designed in Microsoft Access and provided the organization with a very efficient resourceful management tool." MSgt Andrew Crunkleton, Allied Trades Foreman, designed a program to track all chemicals from time of receipt to turn in at HazMat. The program tracks chemicals by bar code, chemical name, and national stock number or part number. This program enables Allied Trades personnel to know where more than 600 different items are at any given time.

The other positive findings were in our Technical Support Element. In the words of the assessors, 'The 18 LRS, Vehicle Maintenance Flight had an excellent HAZMAT/HAZWASTE /HAZCOM Instruction, Information and Training Program. The program was made available to all assigned personnel and was distributed via CD-ROM. All Flight's HAZMAT/HAZWASTE/HAZCOM Continuity Binders contained the CD-ROMs and were updated and redistributed as revisions to Instructions and Regulations occur. This management process provided the entire organization with a very efficient, resourceful management tool." TSgt Mark Smith, NCOIC Technical Support Element researched and put all the information on CD-ROMs, giving us standardized continuity binders throughout our 182 member flight. TSgt Smith was also instrumental in the Japanese translation of more than 100 different MSDS's as well.

The last positive finding was our shop specific safety training on CD-ROM. One final time I quote our assessors. "TSgt Smith had prepared four CD-ROMs which contain shop-specific safety training, Wing/AF Instructions/Standards, HAZCOM/Spill response actions, and HAZCOM Training. He updated these CDs and distributed them to each shop. This saved time searching web sites, and if personnel were detailed to other transportation shops, the safety training information was on the disk. This was a unique method of information distribution and was a good management practice." TSgt Smith worked more than 180 hours collecting and installing information on the CDs. His hard work and dedication paid off in the end. MSgt Crunkleton and TSgt Smith were both "coined" by our Mission Support Group Commander, what a way for our former Logistics Group members to start off in the Mission Support Group.

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**Recognize The Hazard**

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In light of recent fatalities within our career field and hazards associated with maintenance of large, complex, and varied vehicles/equipment, it is important we look at all facets of vehicle maintenance. We collectively need to ensure that we are working as safely as possible. Failure to recognize hazards and careless operation are common factors in a majority of vehicle/equipment accidents. Please look at the hazards identified below and brief your mechanics during your next weekly safety briefing. Some examples of Air Force vehicles that fall into the different hazard categories are included below but challenge your mechanics to identify other vehicles that possess these hazards.

*Shear points:*
Shear points are created when the edges of two objects move toward or next to each other closely enough to cut relatively soft material. Shear points are found on many types of equipment. Typical examples include clamshell buckets on scoop loaders and forklift carriage assemblies. Stay clear of shear points when equipment is in operation, and shut down all power when repairing or adjusting equipment.

*Recommended Prevention Procedures:* Ensure you lock-out/tag-out the control levers and support raised booms/lifting arms when performing maintenance on vehicles with this type of hazard.

*Pinch points:*
Pinch points are created when two objects move together, with at least one of them moving in a circle. This hazard is common in power transmission devices such as belt, chain, and gear drives. Hair and clothing can be pulled into pinch points if caution is not exercised. Vehicles with this type of hazard are snow brooms, graders, and deck mowers.

*Recommended Prevention Procedures:* Ensure mechanics have all attached guards/shields installed when working around this type of equipment. Mechanics must pay close attention to loose clothing or any other objects that could get caught in the path of the moving equipment.

*Wrap points:*
Any exposed, rotating machine component is a potential wrap point. Injuries usually occur when loose clothing or long hair catch on and wrap around rotating shafts. Protruding shaft ends can also become wrap points. Shafts may appear to be smooth, but small nicks, mud, or rust increase wrap potential. It is almost impossible to escape once wrapping of clothing begins, because of the power

involved. The more you try to pull away, the tighter the wrap becomes. Some examples of vehicles with wrap hazard are PTO shafts on dump trucks, snow blowers, and power dividers on fire trucks.

*Recommended Prevention Procedures:* Ensure arms/legs or any other parts of the body are clear and safety guards are in place prior to engaging the driving mechanism for the rotating shafts.

*Crush points:*
Crush points are created when two objects move toward each other, or when one object moves toward a stationary object. Crushing accidents often victimize a second person, during such operations as hitching or backing. Avoid getting into a position that could lead to body parts being crushed by objects that are moving toward each other. Vehicles with this hazard are tow tractors, dump trucks, K-loaders and articulating forklifts/loaders.

*Recommended Prevention Procedures:* Ensure mechanics use maintenance stands or installed locking arms before getting under raised platforms, buckets, and beds. If the attached maintenance support device cannot be used then support the raised component with a capable stand or locking mechanism.

*Free-wheeling parts:*
The heavier a revolving part is, the longer it will continue to rotate after power is shut off. Injuries occur when operators shut off equipment, and attempt to clean or adjust a machine before components have completely stopped moving. Operator awareness is the key to safety around free-wheeling parts. Towed snow brooms and snow blowers are considered a free-wheeling hazard.

*Recommended Prevention Procedures:* Mechanics should wait until components come to a complete stop before attempting to perform maintenance on vehicles\equipment with this type of hazard. Remember, recognize the hazard before it is too late!

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**Electric Oil Filter Crusher**

**By Mr. Joe L. Luera**
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The Vehicle Maintenance Flight in the 12th Transportation Squadron at Randolph AFB recently received an electric oil filter crusher. It replaced an outdated, pneumatically operated one, with a state of the art piece of machinery. This new crusher provides a more economical method to limit waste streams and reduce man-hour expenditures in the process.

The old crusher was limited. Only one filter could be crushed at a time and it would not accept large filters used on our special purpose vehicles. Additionally, it would not fully collapse the filters causing the collection container to fill sooner, resulting in more frequent trips to the installation collection point for emptying. Technicians would expend an average of two hours a week crushing filters from the oil changes performed throughout the week and the collection container would have to be emptied every 10 to 14 days.

The new electric crusher has definitely increased our efficiency! It is capable of simultaneously crushing four filters, including the large ones. The crusher fully collapses each filter, more efficiently removing any residual fluids. This equates to a 75% reduction in the man-hours required to crush the filters and because the filters are fully collapsed, the collection container now only has to be emptied every 21 days.

For those interested in more information or obtaining similar equipment, contact Joe Luera at DSN 487-8276 or commercial (210) 652-8276. He can also be reached by email at joe.luera@randolph.af.mil.

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## LOGISTICS READINESS

**Trend Western Melding With Blue Suiters**

**By SMSgt Jeffery Chizek**
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36th Logistics Readiness Squadron
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In response to heightened world tensions, Andersen Air Force Base, Guam has implemented the first-ever major augmentation to PACAF's largest A-76 conversion. The deployed forces are assigned to the 7th Expeditionary Logistics Readiness Squadron and contribute to Vehicle Maintenance, Vehicle Operations, Traffic Management and Supply operations. More than 40 transportation and supply personnel from Barksdale, Dyess, Eielson, Elmendorf and Yokota were integrated into the Trend Western Technical Corporation contract operations. Working side by side with the contractor, deployed personnel helped receive, transport and bed down forces from seven bases.

The augmentation eased the workload for the contractor as the influx of supplies, cargo and personnel associated with the missions of the B-1Bs from Dyess and B-52s from Barksdale steadily flowed to Andersen. With proactive thinking by the contractor, the transition of melding contractors with "blue-suiters" has been flawless. Continuous training between the two entities has turned out to be an unforeseen benefit; ensuring processes are streamlined and run as efficiently as feasible. This has greatly increased readiness and guaranteed the success of contingency missions operated out of Andersen.

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**Optimizing Mode and Carrier Selection During Operations Enduring Freedom**

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On a weekly basis LSO/LOL publishes Logistics Response Time (LRT) metrics that depict war fighter support. These metrics are briefed at the LG/CC level to determine corrective actions for areas not within standard. By using these metrics problems with backorders, customs delays, and mode selection have been resolved to improve overall LRT.
Error! Objects cannot be created from editing field codes.

In hopes of optimizing mode and carrier selection, in partnerships with commercial carriers and a policy compliance metric, LSO/LOL has developed a web based shipment tool called WWX Eligible Shipments. The Operations Enduring Freedom (OEF) shipment tool summarizes by week the transit time performance to all OEF locations for AMC and commercial carrier modes. Additionally, delays such as cargo frustration, incorrect routing and customs delays are shown to highlight problems encountered in various shipping modes. Shippers as well as decision makers use this data to determine preferred modes and carriers. Visit the following link to see the OEF shipment tool, https://www.afmc-mil3.wpafb.af.mil/LSO/index.asp.

Please make comments about this site so that LSO/LOL can incorporate them into the website. Download the instructions page for detailed information about the website. Pay particular attention to the notes pages, because they should be used to convey information about specific issues associated with a country; such as customs procedures or preferred mode. It would be great if people in the field would add comments to the notes pages based on what is actually happening at their locations. If you have any inputs just hit the email comments button.

Another initiative that has helped optimize mode and carrier selection is forming partnerships with the WWX carriers. On a weekly basis commercial carrier performance from an AF perspective is forwarded to each carrier for review and comments. Feedback from the carriers usually detail problems they are having, get-well plans and carrier specific routings. If carrier performance trends

indicate poor performance, a mode or carrier change might be necessary. Monthly conference calls with the carriers and carrier representatives located in the AOR have been effective in relaying AF priorities and concerns.

In an effort to enforce AF policy, LSO/LOL developed a WWX Eligible Shipment metric. This tool is used to identify shipments that were WWX eligible but were misrouted to AMC. The top ten shippers are notified on a weekly basis as to the number of shipments that were misrouted and corrective action is taken in hopes of preventing future occurrences. Since the program inception there has been a 50% reduction in misrouted cargo.

All performance charts and raw data and can be located at the following website:
https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/enduring.htm. Point of contact is Christopher Arzberger at DSN 787-2657.
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**GTN 21: The ITV Baseline for Success in the Information Age**

**By Ms. Sue Kennedy, GS-13**
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Change is just over the horizon for the users of the Global Transportation Network (GTN). In about a year and a half the fielding of GTN 21, the successor to the current legacy system, will be upon us. Your USTRANSCOM GTN 21 team is aggressively working the development of this new system to enhance asset visibility for you, our customers. We want you to know that the systems architecture will contain the latest technological advancements available to date. The engineers of Northrup Grumman Information Technology, the GTN 21 primary contractor, have dedicated themselves to staying abreast of emerging commercial off-the-shelf products to ensure your expectations are exceeded.

As many of you know, the current system debuted in October 1996 as a solution to the asset visibility challenges experienced during DESERT SHIELD and DESERT STORM. GTN continues to meet this challenge by providing vital in-transit visibility (ITV) information on passengers, patients, cargo, and conveyances moving in the Defense Transportation System. Movement information that is critical to military operational missions worldwide.

Since September 2001, the Global War on Terrorism has resulted in a significant increase in the number of personnel using GTN. For example, customers performing queries on unclassified data jumped 61 percent to over 11,000, while users of classified data soared 92 percent to more than 2,000. Moreover, end-user queries have risen to more than 120,000 per month compared to 40,000 before September 2001. Despite this huge increase, GTN continues to serve the military community well. However, while it has served us extremely well, it is now being stressed beyond original design capabilities.

On 26 September 2002, Northrop Grumman Information Technology was awarded a $204.4 million contract to build GTN 21. Understanding the community's urgent need for more reliable ITV capability, Northrop Grumman agreed to put their team in high gear to deliver GTN 21 as early as possible. Initial operational capability (IOC) is scheduled for December 2004, with full operational capability planned for 2006. The operational missions of today require a more robust, flexible, and user-friendly system and GTN 21 promises to be the answer.

Here is a highlight of some of its enhanced features. GTN 21 will provide all the capabilities that are currently in legacy GTN and more. An added punch is a user-tailorable application. At IOC, GTN 21 will deliver a user-friendly functionality with a much better look and feel. Whether you are a land, sea, or air user, you will be able to select the desired data fields that fit your line of work. It will also provide improved command and control (C2) information to support warfighter decisions and will contain an active data warehouse with two years of historical data. This is a significant improvement over the existing system, which only stores 90 days of data. GTN 21 will also support over 20 customer application systems and will support multiple command post exercises simultaneously.

Today, GTN aggregates data from 25 government and nearly 50 commercial source systems to provide customers in-transit visibility (ITV) on passengers, patients, cargo, and conveyances moving through the Defense Transportation System. GTN 21 will receive data from these same sources, but will be easily expanded to add additional capability. GTN is designed to effectively process 3 million data transactions per day, which is not sufficient to support today's operations tempo. GTN 21, on the other hand, will process up to 7.2 million transactions per day--more than doubling current processing capacity. Most impressively, the Northrup Grumman engineers are designing GTN 21 with the architecture capability to expand processing well beyond the above stated requirement.

We view the GTN 21 development as a team effort. Each of you must take hold to ensure the promise is fulfilled. The United States Transportation Command team--the Military Traffic Management Command, Military Sealift Command, and Air Mobility Command--needs your help to further identify requirements and desired functionality. Your involvement and feedback is crucial to the success of this program.

The women and men of USTRANSCOM's C2 Systems Branch of the Operations Directorate are serving as functional managers for GTN 21 and are your interface to the program managers and the contractor. To facilitate success in capturing your desires and concerns, the GTN 21 Functional Advisory Council (FAC) has been established and is comprised of team members like you. The FAC serves as the voice of the GTN 21 community. It demographically spans across the Services and geographically around the globe. Many members who have volunteered for the FAC have already participated in several surveys and feedback efforts. Their insights and opinions have contributed greatly in the on-going progress of the program. To achieve maximum collaborative effort, the USTRANSCOM team strongly encourages those of you who have not signed up to join as soon as possible. This is an incredible opportunity not often seen in a career and without a doubt will be one that is overwhelmingly enjoyed!

The ultimate goal is to forever rid our customers of having to ask haunting questions like, "Where is my stuff?" and "When's it going to get here?" So, please go to http://gtnpmo.transcom.mil/information/GTN21 to learn more about GTN 21, to meet the USTRANSCOM points of contact, and to take part in the survey.
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## AERIAL PORT

**Radio Frequency (RF) Tagging at Air Mobility Command Ports**

**By Mr. Bob McCalmont**
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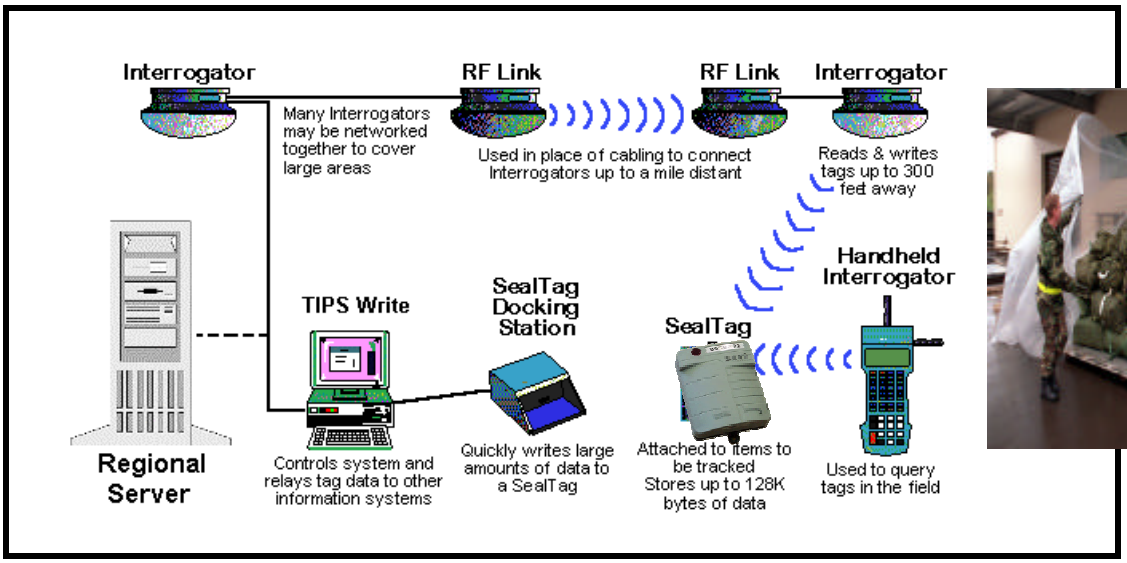
In this fast paced arena of moving personnel and equipment, Combatant Commanders have requested supporting commanders at all levels stress the importance of automated information systems (AIS) and automatic identification technology (AIT) in meeting the goals of total asset visibility and in-transit visibility. Radio frequency identification (RFID) tags are one of the means that provide content level detail for containers and pallets.

Recently USTRANSCOM tasked AMC to implement RFID "*write"* capability and affix radio frequency (RF) tags to air pallets at 5 CONUS aerial ports (Charleston AFB, Dover AFB, McGuire AFB, Travis AFB, and NAS Norfolk) and 2 OCONUS aerial ports (Ramstein AB and Yokota AB). Here's how it works:

The aerial port processes the cargo and checks the documentation received from the shipper. Once the cargo has been placed onto a 463L pallet and is "capped" in the Global Air Transportation Execution System (GATES), the Total Asset Visibility (TAV) In-transit Processing System (TIPS) software "*burns" (*writes data) to the tag. Port personnel affix the tag to the net using plastic ties. The pallet content information is passed from TIPS to Defense Logistics Agency's Defense Automatic Addressing System (DAAS) where it marries up the supply information and then passes the full content level record to the applicable RF server. Once the information is in the RF servers, it will be replicated to the other locations, such as the Global Transportation System (GTN). At off-

load airfields, fixed interrogators located at strategic and tactical nodes OCONUS *"read"* the RF Tag as the pallet continues its journey to its final destination.

RF Tags are expendable, recoverable, and reusable property. Tags should be returned expeditiously to either DLA's Defense Distribution Depot, Susquehanna, PA or Defense Distribution Depot, San Joaquin, CA.

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## OTHER ITEMS OF INTEREST

### MTMC's DTC Earns Presidential Award

**By Ms. Corenthia Libby**
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The Military Traffic Management Command's Deputy to the Commander, William Lucas, garnered a Presidential Rank award for significant contributions to the nation.

Lucas is the senior civilian at MTMC, a component of the U.S. Transportation Command, which provides global surface distribution management services to meet National Security Objectives in peace and war. He is quick to point out that the recognition really belongs to the MTMC team.

"Most people have no idea how much impact this command has on everyone from the warfighters, whose equipment we are moving into Southwest Asia, to the military families moving their household goods. It is a small team, with a huge mission. And the operative term is "team." We are blessed to have wonderful, dedicated people in MTMC who are motivated, capable and caring," Lucas said.

A key player and a driving force behind initiatives to improve MTMC's business processes, Lucas strengthened the command interfaces with its strategic commercial partners, and helped to develop the Voluntary Intermodal Sealift Agreement (VISA). The VISA framework, which includes supporting contingency contracts, assures the Department of Defense immediate access to U.S. sealift assets during a national emergency. Lucas also spearheaded efforts to turn the Command's $135 million worldwide ocean liner contract into a performance based, best-value contract that supports peacetime and contingency requirements and led to a worldwide 19 percent average reduction in customer wait time.

"The key drivers in this success have been genuine partnering with our counterparts in private industry and replacement of outdated business processes with new procedures that are quicker, simpler and based on more advanced technology solutions, Lucas said. "The results are impressive and positively affect the Department of Defense's readiness and costs."

Other innovative approaches to doing business have streamlined the organization, leveraged commercial solutions, revamped financial management and reengineered the household goods and privately owned vehicle programs to improve the quality of life for service members and their families.

"Lucas has been a catalyst for dynamic change by benchmarking best business practices which ultimately allow us to get exactly what warfighters need, exactly when they need it," said Maj. Gen. Ann Dunwoody, commander, MTMC.

A diverse workforce is important to MTMC's second in command. As a result of his support for high-grade selections in several key positions, the command has increased minority and female representation at grades GS-12 through 15.

"Lucas is truly an outstanding leader in every respect. He possesses the vision and leadership skills to help MTMC in its transformation from a focus on traffic management to surface distribution management," Dunwoody said.

Lucas received the award on March 14th at a Pentagon ceremony honoring a number of Secretary of the Army award recipients. The Presidential Rank awardees are responsible for Army programs funded in the billions of dollars. Four of the nineteen Presidential Award recipients were recognized for saving the Army more than $180 million.

"Busy as we are with our three foremost tasks--the War on Terrorism, Transformation, and seeking resourcing for both--it is still imperative that we take time to recognize and honor distinguished members of the Army team who have attained excellence in their respective areas," said Maj. Gen. Tony Taguba, director of the Army Staff.

Reginald Brown, Assistant Secretary of the Army for Manpower and Reserve Affairs, said the vast majority of Army civilians and soldiers are unseen and unsung heroes who exemplify the Army values on a daily basis, often suffering personal sacrifices that go unrecognized.

Speaking about the honorees, Brown said they had met the challenge of making ongoing improvements while saving millions of dollars. "Lucas is a dynamic leader," Dunwoody said.

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## MEEP'S CORNER

**Air Force Management and Equipment Evaluation Program (MEEP)**

**By Mr. Charles F. Batchelor**
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**New Transportation Related Projects**

1. Ultrasonic Cleaning System: The Ultrasonic Cleaning System, Model 3523 Pro Ultrasonic Cleaning System is manufactured and distributed by Pro Ultrasonics, Inc., 101 Convention Center Drive, Suite 700, P. O. Box 27740, Las Vegas NV 89126, Tel: 909-397-4118, Fax: 909-397-4258, website is http://www.proultrasonics.com. The Model 3523 has a 40 gallon capacity and is 35" x 23" x 10.4" liquid depth. Test Site: Davis Monthan AFB. Project Number: ET02-34.

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2. Two-Post Lift Drive-On Adapter: The Speedlane Two-Post Lift Drive-On Adapter is manufactured by Mohawk Resources, LTD, 65 Vrooman Ave, Amsterdam, NY 12010, 1-800-833-2006, Fax: 518-842-1289. Website: http://www.mohawklifts.com/specialty.htm. The Speedlane is a Two-Post Lift Drive-On Adapter; that fits all Mohawk 9,000,

12,000; and 15,000 lbs lifts designed to turn your two-post lift into a quick; drive-on lift for all cars and light trucks. Test Sites: Langley and Barksdale AFBs. Project Number: T02-35.

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3. Frame Hammer: The Heavy Weight and Middle Weight Frame hammer and accessories is manufactured by Slide-Sledge Technology, Inc., 1614 15th Street, 3rd Floor Denver, CO telephone (303) 629-8777, ext 107, website: http://www.slidesledge.com. Test Site: Barksdale AFB. Project Number: T03-01.

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4. Impact Wrenches: These wrenches were developed by Exhaust Technologies, Inc and are a professional line of quality pneumatic hand tools that incorporates a unique and patented exhaust muffler/filter technology. The 3/8" Impact Wrench ACA-1301, 1/2" Impact Wrench ACA-1401 and 3/8" Mini Ratchet ACR-801 are being evaluated. Website: www.aircat.com. Test Site: Hill AFB and an ANG base. Project Number: T03-02.

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5. Wheel Alignment System: The Tru-Line TL-12 Laser Guided 4 Wheel Alignment System for passenger cars and light trucks. Website: http://www.tru-line.net. The TL-12 laser alignment system is simple to operate and can quickly and accurately align passenger cars, light trucks, and recreational vehicles (RVs). Alignment and setup can be done in the shop or wherever you need it. No rack required! Test Sites: Lajes Field and Seymour Johnson AFB. Project Number: T03-05.

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**On-Going Transportation Related Projects**

These projects are still being evaluated or are in the final phase of completion. The final test results will be publicized in the next issue of the Transformer or the Consolidated Status Report.

1. Cordless Impact Wrenches: The Cordless Impact Wrenches (Models CI-190 and 192) manufactured and distributed by ZNEX Performance Tools, 225 Pacific Street, Pomona CA 91768. Telephone number (909) 598-8578, Fax (909) 598-0830, website: www.znex.com. The CI-190 is a ½ inch drive unit that has 19.2 volts and provides a maximum torque of 110 ft-lbs with 3300 impacts per minute and weighs 5.1 lbs. The CI-192 is also a ½ inch drive unit that has 19.2 volts and provides a maximum torque of 220 ft-lbs and is advertised as an excellent tool for removal and tightening of car wheel lug nuts. Test Site: Whiteman. Project Number: T02-20.

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2. Magnet Paint: The Chassis Saver Rust Preventive Paint manufactured by Magnet Paint and Shellac CO., Inc 336 Bayview Avenue, Amityville, New York 11701, 1-800-922-9981; is a low odor, high build, single component chassis paint; and underbody coating that the manufacturer claim provides unsurpassed rust, and corrosion protection. Web site: www.magnetpaints.com. Test Site: Langley AFB, Kadena AB, and Lajes Field. Project Number: ET02-16.

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3. Seat Belt Shift Lock: The Seat Belt Shifter Lock is manufactured by D & D Innovations, Inc., 24361 Greenfield, Suite 202, Southfield, MI 48075. Telephone (313) 506-2538. The SBSL module will physically prevent the vehicle from shifting out of PARK until the driver, and or passenger seat belts are fastened. Test Site: Moody AFB. Project Number: T02-22.

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4. T-Rail Flooring System: The T-Rail Flooring System, made by Rumber Materials Inc., 621 West Division Street, Muenster, Texas 76252; phone: 1-877-786-2371. Website: www.rumber.com. The T-Rail Flooring System features Rumber boards (decking on heavy construction trailers) with ¼ "T-Rail welded to 24" cross-members. Rumber boards are made from 100% recycled tires and plastics and is reputed to be an excellent substitute for wood as flooring on equipment trailers. Test Site: Hurlburt Field. Project Number: C02-04.

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5. Waste Oil Storage: Myers Waste Oil Storage System manufactured by King Metal Fabricators Ltd., 219 Waverly Road, Dartmouth Nova Scotia, Canada B2X2C3 Tel: (902) 434-7110 and distributed by H. O. D., Inc, 7 Badger Avenue, Natick MA, 01760, Tel: (508) 650-1120, website http://www.hodinc.com. The Myers Waste Oil Storage System is an above ground contained tank system engineered to provide long-term, safe and reliable storage of used oil and other environmentally hazardous petroleum products. Test Site: Luke AFB. Project NO. T02-24.

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6. Accu-Pressure Safety Caps: The Accu-Pressure Safety Caps manufactured by Accu-Pressure Inc, 2200E Oakland Park Blvd, Ft Lauderdale, FL 33306 Tel (800) 914-5005 website: http://www.accu-pressure.com is a new pressure tire monitor product, which will help drivers know when their tire pressure is low. Test Site: Randolph AFB. Project Number. T02-26.

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7. Stud Extractor 02-28: The Stud Extractor is manufactured by Mayhew Tools, 19 Industrial Blvd, Turner Falls, MA 01376 Tel: (800) 872-0037, website http://www.mayhew.com is the only known stud tool available that will work with a 3/8" impact wrench. Test Site: Langley AFB. Project Number: T02-28.

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8. Lazer Flare: The Lazer Flare is manufactured by Boss Innovation and Marketing, Inc., P.O. Box 80970, Rancho Santa Margarita, CA 92688, Tel: (949) 888-6625, website http://www.lazerflare.com is an electronic emergency safety signal. It provides a powerful steady flashing red or amber light visible for over a mile, making it ideal for a variety of nighttime traffic control activities. Test Site: Lackland AFB. Project Number. T02-30.

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9. Pressure Handle: The Pressure Handle manufactured by Pressure Handle, Inc., 360 N. Fir Villa Road, Dallas, Oregon 97338, phone (503) 831-1309, website: http://www.pressurehandle.com is a tool designed to replace the dead handle on many ½" and ¾" pneumatic or electric drills. It has a 30:1 gear reduction and #4 chain that pulls your drill into its work. Test Sites: Andersen AB, Guam, Ellsworth AFB and Montana ANG. Project Number: T02-31.

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10. Windshield Washer System: The Hotshot heated washing system manufactured by Microheat Inc., 27611 Halsted Road, Farmington Hills, MI 48333 Tel: (248) 489-2400 website: http://www.microheat.com is a state-of-the-art device for electronically heating auto washer solvent. Test Sites: Fairchild AFB and RAF Fairford. Project Number: T02-33.

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Note: Information about all MEEP projects (Transportation, Civil Engineer/Environmental, other non-specific and Special projects) can be found in the Consolidated Status Report on the HQ USAF/ILG web site:
**https://www.il.hq.af.mil/ilg/ilgv/download.cfm?osymbol=ilgv&sg1=Vehicle%20Team&sg2=Management%20and%20Equipment%20Evaluation%20Program%20%28MEEP%29.**

Questions may be directed to any member of the MEEP staff. Mr. Charles Batchelor, Mr. James Harley, Mr. Russell Craig, Mr. Ronnie Ward or Mr. Jeffrey Grages at DSN: 574-4410/4408. COMM: (757) 764-4410/4408. FAX: 4415 or by e-mail: charles.batchelor@langley.af.mil. The email extensions are the same for all.

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